

The WEEKLY FREE PRESS, 3 cents per copy, 50 cents for six months, \$1.00 per year, postage paid.

Advertisements and subscriptions received at the office, 150 College street. Full advertising rates sent on application.

Accounts cannot be opened for subscribers. Subscribers will please remit with order. Names are not entered until payment is received, and all papers are stopped at the end of the time paid for.

Remittance at the risk of the subscriber unless made by registered letter, or by bank or postal order payable to the publishers.

The date when the subscription expires is on the address-label of each paper, the change of which to a subsequent date becomes a receipt for remittance. No other receipt is sent unless requested. The receipt of the paper is a sufficient receipt for the first subscription.

When a change of address is desired, with the old and new addresses should be given.

TERMS—\$1.00 a Year. In Advance.

By mail \$4.00 a year in advance.

RATE IN CANADA:

DAILY, \$4.00 a year in advance.

WEEKLY, \$2.00 a year in advance.

FREE PRESS ASSOCIATION.

Publishers, Burlington, Vt.

BURLINGTON, THURSDAY, OCT. 15.

## WANTED.

When you want anything, advertise in the new special column of this paper. Some bargains are offered there this week which it will pay you to read about. See page two. This paper has more than 25,000 readers every week and one cent a word will reach them all.

President Wilson's spectacular opening of the great canal was wonderful and inspiring but that did not save it from being eclipsed by the world series.

In future naval warfare the captain of a ship must guard his vessel against the submarine craft, the floating mine, the automatic torpedo, the aerial scout and the long distance weapon. The battleship which can withstand these myriad menaces will be a wonder.

The income from the automobile fees of the last ten months amounting to \$106,628.70 reported in another column with other figures given out by the secretary of state's office indicates only one phase of what the people of Vermont get from the immense automobile traffic which is growing up within our borders. The bulk of this money goes into better roads.

Water tight bulkheads and the wireless telegraph and rules of the road and so on have tended to hasten the era of the unsinkable ship but science has been unable thus far to guard against the possibility of holocausts at sea, whenever a ship takes fire. Not until a non-combustible cargo can be provided will it be possible to guard against the burning of a steamship, and until electric propulsion's mystery is fully solved there must remain the combustible fuel supply.

President Schurman of Cornell University, recently United States minister to Greece, says that little country has practically doubled her territory and population as a result of the recent war. She promised the allies 125,000 soldiers and she actually furnished 250,000. President Schurman believes "the modern Greek soldiers are as brave and heroic as their ancestors who fought at Marathon and Salamis." Higher praise could not well be given modern Greece.

## END OF WORLD'S SERIES.

The prediction is being made that people have witnessed the last of the great world series of baseball, and that hereafter some other method will be adopted for the testing of world supremacy on the baseball diamond. Some authorities predict that the two big leagues will be merged, while others hold that the two leagues will retain their identity but that some other way of determining the championship pennant will be adopted. It is easy to understand how the teams not included in the world series should be dissatisfied over their absence when the cream of the season is to be dish out, and that dissatisfaction is not unlikely to force some change. However, everybody realizes that the way in which the present world series hurried to its end instead of tarrying for additional games and larger gate receipts indicates the honesty of baseball.

## THE FIRST PROMOTER.

It is remarkable that October 12 should be set apart to the memory of the great American hero who was not an American. On first glance, and indeed on a second inspection, there seems to be very little American about Christopher Columbus except that while seeking a shorter route to the riches of the Indies he rapped his ships against our eastern islands.

He was an Italian navigator in the service of a Spanish king. His achievement was the outgrowth of an old world impulse. The chaos of the dark ages was passing into something resembling order, and out of the melee of contending peoples nations were beginning to arise. Nations were reaching out for power and the means to power was wealth. They had ceased trying to manufacture it by alchemy and were beginning to trade for it. Their imaginations were moved in a more practical way.

In one of his letters which has come down to us, Columbus says of gold: "Gold is the most precious of all commodities; gold constitutes treasure and he who possesses it has all he needs in this world, as also the means of rescuing souls from purgatory and restoring them to paradise." The old world nations wanted riches for their old world needs. Therefore Columbus was fitted out with ships and men by Spain to find

## WORLD WIDE SIGNIFICANCE OF THE PANAMA CANAL.

When President Wilson pressed the electric button and caused the explosion which demolished Gamboa dike separating the waters of the Atlantic and the Pacific in the Panama canal, he consummated the realization of a dream that first came to the intrepid explorers of the sixteenth century in their quest for an open passage to Asia.

We have made marvelous advances in our methods of engineering and in our financing, but the far-sightedness of the navigators of old is demonstrated by the fact that practically 400 years ago Charles V had a survey made for an interoceanic canal across the Isthmus of Panama, and the Spanish engineers of that age, working in both directions from the spot where the Gamboa dike stood, laid out a line which the American engineers followed exactly in the construction of the Panama canal of to-day.

For decades the United States was possessed to follow another route, and it is only a few years comparatively since former United States Senator Warner Miller of New York asked for the aid of the Vermont Legislature in a project to gain official recognition and wide co-operation in the project to construct the Nicaragua interoceanic canal.

When we finally came to look with favor on the Panama route the French nation under De Lesseps had been making a mess of their project to construct a Panama canal, and it looked for a time as though it would be necessary for the United States to adopt the Nicaragua route, if we were to have any part in the great prestige which would come from the mingling of oceanic commerce of the Atlantic and the Pacific via the center of the American continent.

As early as 1826 a company was formed in New York for the purpose of building a canal through Nicaragua, and it is significant that even as late as 1869 President Grant had surveys made of both the Panama and Nicaragua routes for the purpose of determining the comparative merits of the two and the report of the commission was in favor of Nicaragua. An American company began to build the Nicaragua canal in 1889 but after four years the project was abandoned on account of lack of funds.

The attitude of the United States opened the way for French enterprise, and in 1881 work was begun on the Panama canal by the French under De Lesseps, but through lack of sanitary knowledge the enterprise was seriously handicapped by the yellow fever scourge. After many reverses the French sold out their interest to the United States in 1904 for the sum of \$40,000,000 after spending \$255,000,000, much of which was wasted. We proceeded to "make the dirt fly" with the result that is now history.

The opening of the Panama canal, which is worthy of commemoration as among the great world events, in effect doubles the size of the famous Atlantic squadron at one blow and increases our prestige as a naval power accordingly. Before the isthmus was cut this great fleet could not be used in an emergency for the protection of our Pacific coast except after long delay and tremendous risks attending a trip round the Horn with prospect of arrival only after the crisis had passed. Now it can move back and forth through the canal and be available in either ocean within a comparatively short period.

The Wilson administration, like its republican predecessor, is endeavoring to promote the development of world-wide peace. No one may predict how far the completion of the Panama canal will aid in this great project. If it is true that the real mission of the tour of the world by the American fleet sent abroad by President Roosevelt was to check the designs of the war party in Japan, and that it accomplished that purpose, then it follows as a matter of course that the doubling of our naval efficiency will have a similar tendency and thus make war involving the United States more improbable.

The value of the Panama canal to the United States, in case of war, would be incalculable, and it is to be assumed as a matter of course that one of the first aims of a naval power engaged in hostilities with us would be to make that waterway useless. It follows that provision for the adequate protection of the Panama canal is almost as important for the United States, looking at the question from a military point of view, as the construction of that waterway itself.

While the importance of the Panama canal as a naval factor and as an influence that will help to promote world wide peace is almost inconceivable the great function of the interoceanic waterway will be to aid in the development of commerce and the extension of trade between the United States and other countries as well as between other powers themselves, and also to help regulate rates of transportation between our Atlantic and Pacific territory.

Communication between New York and ports on the west coast of South America and between San Francisco and the east coast of South and Central America will be shortened thousands of miles, and the way in which routes between various old world points and the new world will be shifted will readily suggest itself.

Freight from Japan to New York, for example, will not come across the continent from San Francisco by rail as at present, in all human probability, at least not when the new steamship lines which the Panama canal will promote have fully developed. In the same way it is easy to see how transportation between Atlantic and Pacific coasts will be put on a competitive rate basis as between rail and water lines.

The mingling of the waters of the Atlantic and the Pacific is also to be considered as the consummation of a great feat in engineering, and as a public work involving a vast aggregate of money. In less than ten years after taking possession of the property Uncle Sam has consummated this great undertaking, dreamed of for centuries, and has made possible the revolutionizing of a large part of the commerce of the world.

at in this light, it seems strange that a great American holiday should be dedicated to this extremely foreign seeker of gold. Gradually, as time went on, the ferocious penalties of the old law were modified to make the punishment fit the crime. When this change had taken place, it became necessary for the law to adjust itself slightly in the other direction. The old technicalities in favor of the criminal which justice had demanded as an antidote to unnatural penalties became unnecessary now that those penalties had been changed. If the gentlemen who maintain that the letter of our common law is as unalterable as the law of the Medes and Persians had been right, this lopsided condition must have gone on until some Legislature had modeled it all over, and

But Columbus was the first to go from court to court of Europe seeking the financial backing necessary to turn these theories into a paying enterprise. Good or bad, there was something American about that. And there is a kind of forecasting of American traits in the indomitable will which forced the rebellious crews of those little ships farther and farther on into the unknown, and in the shrewdness which caused him to deceive the crews as to the speed at which their ships were traveling and the distance they were putting between themselves and Spain.

Columbus was the first promoter. Like most great promoters he failed of the immediate returns he sought. He writes back: "When I discovered the Indies, I said that they composed the richest lordship in the world; I spoke of gold and precious stones, of spices and the traffic that might be carried on in them; and because all these things were not forthcoming at once, I was abused." He died poor like most promoters. And yet it was a glorious undertaking, and he has his reward in the grateful reverence of a nation he never dreamed of, dwelling in regions he left undiscovered and under conditions of general enlightenment and freedom which his discovery made possible.

## FARMERS COMING EAST.

Greeley said, "Go West young man," but that was before the lands of the great West became fully occupied. Students of economic conditions in different parts of the country are now advising the young men of the West to "Go East," and indications multiply to show this advice is being accepted and acted upon to a marked degree. The Malone Farmer shows how "in few weeks ago announcement was made that a firm of real estate brokers in Omaha was organizing parties to visit certain portions of the State of New York to examine farm property with a view to settlement, the idea being that the land was really cheaper, considering its fertility, than much of the western territory and could be developed into a highly profitable state of production by the modern methods of western agriculture.

"The project still lives, and its reasonableness is attested by S. B. Howard of the Chicago, Burlington and Quincy land department at Omaha, who has just been visiting central New York, his headquarters being at his old home near Syracuse. He reports that many of the farms there are being bought by western men, notably Nebraska and Iowa people, and that the eastward tide of migration has become strong. He cites a number of farms that have already been taken over by western men and have been much more successful than similar property worked by New Yorkers on the old plan. He considers these lands an inviting investment for western farmers."

Vermont offers still greater inducements in view of the fact that our farms are selling cheaper than are similar lands in other States, for no good reason except that we have no legislation and so run down our own land investments that we have discouraged other people from coming here as well as driven some of our own best blood away from the Green Mountain State.

We should share in the benefit of this migratory movement from the West eastward, and in the meantime people will find no better investment in the long run than good farm land in Vermont.

## THE VITAL OLD LAW.

The decision of the Supreme Court in the case of State vs. Louis Lapoint, while in one sense not involving any immense interests, is of unusual significance. In the Lapoint case the whole question was whether a man was guilty of the offense of burglary. According to law it is one offense to steal a thing in the open, but crime is called burglary and the penalty attached is even greater when the culprit wrongfully breaks into certain inclosures with intent to steal or commit some other specified crimes. So the question of what constitutes a breaking and entry within the meaning of the law is sometimes of great importance both to the criminal and to the prosecution. In the Lapoint case a freight car was entered. The door of the car was open about an inch or two inches.

The old law from which present-day law has grown and is growing was almost brutally severe in its punishment of crimes. That was not unnatural in rougher times. To counteract this severity there gradually grew up a policy of hedging in very literally and narrowly the definitions of the different crimes, so that the accused man might be forced to suffer these extreme penalties only in extreme cases. One instance of this strict and technical construction in favor of the accused may be found in the old decisions as to what constituted breaking and entering. It was held that if a window were left up so that a man could squeeze through, he was not guilty of this particular offense, and the same was held where the window was partly open and he opened it wider. But if he had to force the latch he was guilty.

Gradually, as time went on, the ferocious penalties of the old law were modified to make the punishment fit the crime. When this change had taken place, it became necessary for the law to adjust itself slightly in the other direction. The old technicalities in favor of the criminal which justice had demanded as an antidote to unnatural penalties became unnecessary now that those penalties had been changed. If the gentlemen who maintain that the letter of our common law is as unalterable as the law of the Medes and Persians had been right, this lopsided condition must have gone on until some Legislature had modeled it all over, and

in the meantime criminals would not needlessly have been allowed to escape. What did happen? Or, rather, what is happening? The Lapoint case gives us an inkling on this point.

Lapoint found the door slightly opened, so that no breaking in the sense of forcing a lock or even lifting a latch was necessary in order to enter. Lapoint's lawyers had the numerical weight of decisions with them. If the old technical construction were to persist under changed conditions, the lower court must have been adjudged in error because it ruled that these facts did constitute a breaking and entry. If the spirit of the law were to be given force, the lower court must be upheld.

Although precedents were few and far between, our Supreme Court found no difficulty in adapting the law to the changed conditions with the result that Lapoint will not get off merely because he was not put to the trouble of turning a knob or breaking a lock, and with the further result that the common law is shown to have grown in this particular to keep up with the times, just as it has been growing for the past four hundred years.

## INEBRIETY AS A DISEASE.

The growing recognition of inebriety as a disease is emphasized by the announced application of two respondents, arraigned in the Rutland municipal court on the charge of intoxication, to be sent to the State hospital for treatment instead of the Rutland county jail. This step on the part of victims themselves simply shows that they realize their helplessness and desire to receive whatever benefit is to be gained from treatment of their weakness as a disease.

Two of the many steps in harmony with advanced thought on this and other subjects taken by the present Vermont Legislature at its regular session involved material and helpful recognition of inebriety as a disease. The first of these was an act providing that when a person shall have become an habitual drunkard, or so addicted to the Intemperance use of narcotics or stimulants as to have lost the power of self-control, the probate court shall, on application of the selectmen where he resides, or any of his relatives, on reasonable notice, make inquiry, and if it finds him to have reached the condition named, shall order such person to be taken to an institution in this State, where he can receive special treatment for such condition, or shall order him committed to the care of some suitable person, for not less than four nor more than twelve months.

If, however, the court finds him to be a dipsomaniac, then it is provided that the victim of such habit shall be committed to an institution for three years; and if such person is indigent, and such fact shall be certified by the selectmen of his town, the expense of commitment and treatment and the necessary expense of transportation of such person must be borne by the State, but in the event of his death in the institution, the expense of removal and burial shall be borne by the town concerned.

The other act looking in the same direction is the one under which the Rutland respondents were committed to the State hospital for the insane. This law provides that when a person is convicted of intoxication, the court may suspend sentence and in lieu commit the respondent to the charge of the probate officer, and direct that all earnings of the respondent during the term of his probation shall be paid to the probate officer to be used for the support of his wife and children and other dependents.

If the respondent has no family or dependents the probate officer may use whatever part is necessary for the support of the respondent and the balance to his credit in some bank to be paid to him at the end of the term prescribed.

It is also provided that a person who has been three times convicted of intoxication may at the option of the court be placed in charge of the probate officer, who under order of the court shall send such person for treatment, at the expense of the State, to the State hospital for the insane for not more than six months. At any time when the superintendent of the hospital recommends, the person so committed may be released from the institution, and continued in charge of the probate officer as otherwise prescribed.

The acts manifestly are based on the theory that where a person has lost his will power through intemperance, then the State shall step in and not only see that his family or other dependents are provided for but also seek to cure the victim of the diseased condition under which he is suffering.

How to prevent selfish interests from tempting to the cure of the State in attempting to cure inebriation is one of the great problems which has taxed the ingenuity of man since the dawn of civilization, and one which demands both statesmanship and patriotism in dealing with the narcotic and liquor evils.

## DISTINGUISHED HONOR FOR COMMISSIONER PROUTY.

The citizen of Vermont who looms largest on the national horizon at the present time is the Hon. Charles A. Prouty of Newport, the New England member of the interstate commerce commission, who has just been designated as director of the bureau for the physical valuation of the railroads of the United States.

Commissioner Prouty has come into conspicuous prominence in connection with his investigation of the railway situation in New England in behalf of the commission, his decision in relation to the New Haven having been recognized as so broad and strong and impartial as to preclude the necessity of a govern-

ment suit to bring about the reorganization of the New England lines. This service has been regarded as his crowning work as a member of the commission, and the distinguished honor now conferred was bestowed upon him by common consent as the man deemed most worthy of general confidence in that connection, as a man of conspicuous ability as well as of the highest integrity.

The physical valuation of the railroads of the United States is a gigantic task, and one that might well stagger most minds. The work is estimated to cost \$2,000,000 and it can not be completed for a number of years. It goes without saying that Mr. Prouty will need to have the assistance of a small army of aids in order to get the data in shape so it will be of any use before the first part of the work is out of date.

Mr. Prouty's selection for this important task is based upon his demonstrated fairness as well as his comprehensive knowledge of railroad affairs gained during a long period of years. He was long a railroad attorney but nobody ever owned him, as his service as commissioner has abundantly demonstrated. Although a republican he was appointed a member of the interstate commerce commission by President Cleveland in 1894 and he has been successively reappointed whenever his term expired. His present term would end in December, 1914, but he will retire from the commission to take up his new work at once.

It has been generally understood that Mr. Prouty would not accept another reappointment to the commission, and when Congress passed an act providing for physical valuation of the railroads of the whole country, his was naturally the first name to suggest itself in connection with the directorship of the bureau charged with this important service.

The idea of physical valuation of railroads of the whole country originated with Senator La Follette of Wisconsin. Commissioner Prouty believed in the project and will therefore undertake the work under the most favorable possible conditions.

According to the Washington correspondent of the Boston Transcript Mr. Prouty in his new position will receive a salary of \$12,500 or \$15,000 as compared with \$12,000 which he now receives as commissioner. His retirement from the interstate commission will leave a vacancy for which Patrick J. Farrell, chief counsel of the commission and a Vermont democrat, who is recognized as without a superior as a transportation lawyer, is regarded as the most likely appointee.

Inasmuch as the work of valuation is under the auspices of the commission Commissioner Prouty is in reality still in the same or similar service, but it was thought best that he devote his entire time to this great work, and he accordingly determined to resign as commissioner with this object in view.

The recognition which has thus come to Commissioner Prouty is a marked honor for the State which is proud to claim him as citizen, and our people will watch with gratifying confidence for the still higher success and distinction sure to crown his public service.

## WHEN FARMING PAYS.

(From the Chicago News.) University of Illinois has purchased a farm of 320 acres, costing \$250,000. Perhaps it is steam heated, electrically lighted and possessed of excellent transportation and all modern conveniences. Anyway, this shows that it pays to be a farmer—if you can sell your farm for \$300 an acre.

## FAITHFUL DIARY-KEEPERS.

(From the Christian Herald.) Henry Ballinger of Cedar Rapids, Iowa, has kept a diary continuously since September 18, 1854. Miss Laura Gwynn of Vail, N. J., has kept a diary since November 17, 1854, not missing a day, and R. C. Weaver of Engle Lake, N. Y., has kept one since April 1, 1854, six months longer than Mr. Ballinger. Mr. Weaver is 87 years of age and reads without glasses.

## GALLANT MEDICS.

(From the Brattleboro Reformer.) The members of the State Medical society in their annual convention in Burlington demonstrated that they are gallant by electing Miss Grace Sherwood of St. Albans vice-president of the organization.

## TOO MUCH SEX IN LITERATURE.

(From the Universe.) Literature is oversexed. If we were to believe the fictionists and the playwrights, sex is the one morbid, absorbing and exclusive topic of thought and conversation. It is a microscopic drop of fact: When God created man He made him to the likeness of God. Male and female He created them. The revolt against the order of being and the blurring of natural and inevitable distinctions by a would-be new species of women-men and men-women is surely a melancholy sign of decadence both intellectual and moral.

## WELL ENVOY HIM, THOUGH.

(From the Washington Star.) It will be difficult for the man with an income large enough to make the tax bothersome to secure much sympathy.

## PARAPHRASED.

(From the Providence Tribune.) Who was it that said, "Let us eat, drink and be merry, for to-morrow we ride on the New Haven road?"

## AND WHITEWASH.

(From the Philadelphia Press.) It is no surprise to learn that Americans are the greatest consumers of sugar in the world; we use a great deal of it in our politics.

## DIURNALLY DIAPHANOUS.

(From the New York Press.) Los Angeles has put the ban on the X-ray gown. Los Angeles, you will remember, is one of those cities that boasts of perpetual sunshine.

If you can teach music, art, dancing, swimming or any useful thing, classified advertisements will find you a job.

## CONSERVATION CONGRESS.

### Many Women Will Attend Sessions in November.

Mrs. Smille, President of Vermont Federation of Women's Clubs, Appoints Delegates to Represent This State.

Club women will find much to interest them in the Fifth National Conservation Congress to be held in Washington, November 18, 19 and 20. Perhaps no city in the country affords the possibilities for social features that are to be found in the National Capital. The influence of many of the leaders in Washington official life will be exerted to give the congress the social prestige to which it is entitled and which will give the gathering special interest.

It is expected that a reception at the White House will be one of the important incidents of the Congress. If such a reception is held it will be only one of many social features that would not be possible elsewhere than at the seat of government.

Special significance attaches to the return of the Congress to Washington. This year's session will be the first to be held in that city since the historical Conference of Governors was held at the White House in 1908. It was from the Conference of Governors that the formation of the National Conservation Congress arose, and the coming session will therefore mark a return to the birthplace of the movement. The chief question to be discussed at the congress will be Forestry and Water Power as benefits a gathering to be held in the National Capital, especially in view of the fact that the conservation movement was inaugurated.

Several women of national prominence are deeply interested in the plans for the coming congress. At the White House Conference of Governors the only woman present was Mrs. Sarah S. Platt, daughter of Governor Platt. Mrs. Platt was the representative of the General Federation of Women's Clubs at the conference of Governors. Woman's interest in conservation has shown rapid growth since 1908.

Mrs. Philip N. Moore of St. Louis is vice-president of this year's congress, and Mrs. Edmund Crocker of Pittsburgh, Mass., is a member of the executive committee. Mrs. Crocker is also chairman of the Conservation Department of the General Federation of Women's Clubs.

The participation of Mrs. Moore and Mrs. Crocker in the leadership of the Conservation Congress gives assurance that women will find the congress interesting in its deliberations as well as in its social features.

Invitations have been extended to the state presidents of the General Federation of Women's Clubs to appoint delegates to the Congress.

In accordance with this request Mrs. Harriet Fisher Smille of Montpelier, president of the Vermont Federation of Women's Clubs, Mrs. Benjamin Stone of Burlington, chairman of the State Conservation Department, Mrs. H. E. Polson of Lyndonville, Mrs. Orrin Ashton of Rutland, Mrs. Guy W. Bailey of Essex Junction, Mrs. George T. Chaffee of Rutland are delegates from the Vermont Federation.

## JURORS FOR U. S. COURT.

Considerable Criminal Business to Be Taken Up October 21.

Rutland, Oct. 14.—Grand and petit jurors have been summoned by the United States marshal in this city for the adjourned October term of the United States district court to be held in Rutland October 21 at two o'clock in the afternoon. There is considerable criminal business to be taken up and the following civil cases are set for trial: Chase & Beaman vs. Fannie D. Edwards; Henry Leach vs. E. J. Edwards; State vs. Phillips Malloux vs. Connecticut Lumber company.

The jurors summoned are: Grand jurors—Rush P. Barrett, Albert Blinn, Jesse D. Billings, George E. Clark, John H. Dugan, Fred A. Field, Asa R. Miles, Frank M. Plummer, A. T. Woodward, Rutland; F. W. Beckwith, J. E. Atchison, John Higgins, Middlebury; Daniel P. Garmady, C. W. Barker, Fair Haven; O. E. Converse, Bridport; Frank B. Gorham, West Rutland; Arthur H. Groat, Arlington; C. R. Holden, Holden; T. G. Pearson, Cattsburgh; George H. Robinson, South Shaftsbury; W. F. Scott, Brandon; Mark Tenney, Mendon; C. D. Wellman, Chester.

Petit jurors—Walter Atchison, Lee Gray, Charles A. E. Ball, N. R. Bradley, R. E. Bentley, C. A. Fuller, F. W. Gary, J. O. Hewitt, E. M. Knox, M. Odell, H. W. Wood, Rutland; Timothy Billings, Binton; John Bucklin, Shaftsbury; A. H. Buttle, Brandon; E. J. Clifton, William Cutler, Wallingford; D. D. Day, West Rutland; J. A. Evans, C. M. Sturtevant, Pittsford; E. G. Farnham, Albert Presbiter, Shoreham; F. H. Goodwin, W. R. Merrill, Danby; Harry Hamilton, Fair Haven; J. Henry Hicks, Manchester; Charles W. Johnson, Keeler; M. O. Field, Cornwall; Ernest Lambert, Bennington; Wilbur Lawrence, Ludlow; Herman B. Nelson, West Pawlet; William C. Rice, Castleton; Frank M. Smith, Cuthbertsville; Ernest H. West, Dorset; John Wilcox, Wells; Thomas Wilson, Leicester.

## CUTS HIS THROAT IN JAIL.

Thomas Callan of Fairfield Failed in Attempt to End Life.

St. Albans, Oct. 14.—Thomas Callan of Fairfield, who was confined in Franklin county jail, attempted to commit suicide by cutting his throat with a razor this morning about 10:45 o'clock. The jugular vein was not severed, though wound about eight inches long was inflicted. It is thought the man will recover. Dr. S. W. Paige and Dr. W. J. Upton were called and dressed the wound.

Callan was arrested on the charge of a second offense of intoxication and in city court he was fined \$15 and costs for the offense. He could not raise the money, but probably would have made arrangements to pay and would have been released to-day. He is about 28 years old and has a mother and father living in Fairfield.

The deed was committed in the large detention room upstairs where the prisoner was with several other men. Callan had finished shaving when he turned to his companions and said, "See, here goes now," and he drew the edge of the razor across his throat. Help was summoned by the occupants of the cell immediately, but the wounded man made about a gallon of blood before the physicians arrived. After the wounds had been dressed, Callan asked to be released and said he was asked to get home and requested that none of his relatives be told of what he had done. His evident desire to be left alone made the officers suspicious and he would make another attempt to kill himself.